DETROIT AND MACKINAC RAILWAY COMPANY

GENERAL OFFICE

TAWAS CITY, MICHIGAN 48763

RECORDATION NO. 8773 Filed & Recorded March 29, 1977

APR 4 1977 -3 15 PM

INTERSTATE COMMERCE COMMISSION

INTERSTATE COMMERCE COMMISSION RECEIVED

APR 1 1977

ADMINSTRATIVE SERVICES E MAIL BRANCH

Office of the Secretary
Interstate Commerce Commission
Washington, D. C. 20423

Re: Contract 09-B

Gentlemen:

We submit herewith the following documents for recordation covering bids under Contract 09-B for railroad tie requirements for 1977.

1. Copy of Published Notice (Attached)

   The Bay City Times - January 17th, 18th, 24th, and 25th
   The Chicago Tribune- January 17th, 18th, 24th, and 25th

2. Specifications (Attached)

3. Name of Bidder

   Huron Building Supplies Co.
   Charles A. Pinkerton, Jr. - Director and President
   Charles A. Pinkerton III - Director and Vice Pres.
   Glen C. Highfield - Director and Sec.-Treas.

4. Agents in Transaction

   Paul Anderson - Manager
   Huron Building Supplies Co.
   R. S. Shaw - Vice President-Comptroller
   Detroit and Mackinac Railway Co.

5. Amount of Bid

   Huron Building Supplies Co. (Only bidder)
   $8.75 per tie plus sales tax, loaded
   in rail cars, Tawas City, Michigan

We are enclosing our check in the amount of $50.00 to cover recordation fee.

APR 4 3 05 PM 1977 I.C.C. FEE OPERATION BR.

7 094A118

Date APR 4 1977

$ 50

Washington, D. C.

For the completion of our files, please acknowledge receipt of the foregoing by stamping and returning a copy of this letter.

Very truly yours,

DETROIT AND MACKINAC RAILWAY CO.

Glen C. Highfield
Vice Pres./Sec.-Treas.

GCH/sl

Enclosures

AFFIDAVIT OF PUBLICATION — The Bay City Times

STATE OF MICHIGAN } ss.
COUNTY OF BAY }

Ellen Kist

being duly sworn, deposes and says that she is the acting principal Clerk of THE BAY CITY TIMES, a newspaper printed, published and circulated in the City of Bay City and the County of Bay; that a notice, of which the annexed printed notice is a true copy, taken from said newspaper, has been duly published in said newspaper 4 ~~successive~~ days/weeks preceding the _____ day of _____ 19____ mentioned in said notice, and that the said notice was so published in said newspaper on the

17th, 18th, 24th and 25th days of January 19 77

_____ days of _____ 19____

_____ days of _____ 19____

_____ days of _____ 19____

Ellen Kist

Subscribed and sworn to before me this 26th

day of January A. D., 1977

Ramona R. Spiekerman

Ramona R. Spiekerman
Notary Public in and for Bay County, Mich.

My commission expires February 28 19 79

The Detroit and Mackinac Railway Company requests bids under Contract No. 09 as follows:

40,000 pressure-treated cross ties and 50,000 tons of roadbed ballast for use during the 1977 season. Specifications and conditions given upon request. Present bids to G. C. Highfield, Secretary, D & M Ry., Tawas City, Michigan 48763, prior to noon on February 1, 1977. Bids will be opened at the office after noon and before 6:00 p.m. on February 1, 1977. Company reserves the right to reject any and all bids.

G. C. Highfield, Secretary

PRINTERS CHARGES

24 Lines

4 Times

55 Dollars 22 Cents

Affidavit Charge _____ Cents

I hereby certify that this is a true copy.

Shirley R. Luedtke

SHIRLEY R. LUEDTKE
Notary Public, Iosco County, Michigan
My Commission Expires June 18, 1977

"The Detroit and Mackinac Railway Company requests bids under Contract No. 09 as follows: 40,000 pressure-treated cross ties and 50,000 tons of roadbed ballast for use during the 1977 season. Specifications and conditions given upon request. Present bids to G.C. Highfield, Secretary, D & M Ry., Tawas City, Michigan 48763, prior to noon on February 1, 1977. Bids will be opened at the office after noon and before 6:00 p.m. on February 1, 1977. Company reserves the right to reject any and all bids.
G.C. Highfield, Secretary"

Certificate of Publication

Chicago Tribune Company hereby certifies that it is the publisher of the *Chicago Tribune*; that the *Chicago Tribune* is an English language newspaper of general circulation, published daily in the City of Chicago, County of Cook and State of Illinois; that the *Chicago Tribune* has been so published continuously for more than one year prior to the date of first publication of the notice mentioned below and is further a newspaper as defined in Ill. Rev. Stat. ch. 100, §5; that the undersigned person is the duly authorized agent of Chicago Tribune Company to execute this certificate on its behalf; and that a notice of which the annexed is a true copy was printed and published in said newspaper four time(s) and on the following dates: 1/17/77, 1/18/77, 1/24/77, 1/25/77

the first publication being on the earliest of said dates and the last publication being on the latest of said dates.

Executed at Chicago, Illinois this 25 th day of Jan, 1977.

CHICAGO TRIBUNE COMPANY

By J. R. Lawson

I hereby certify that this is a true copy.

Shirley R. Luedtke

SHIRLEY R. LUEDTKE

M-122A (Rev. 12-69)

AMERICAN RAILWAY ENGINEERING ASSOCIATION

Engineering Division

Association of American Railroads

Part 1

Cross Ties

[1]SPECIFICATIONS FOR CROSS TIES

1961

(Reapproved with revisions 1961)

A. MATERIAL

1. Kinds of Wood*

Before manufacturing ties, producers shall ascertain which of the following kinds of wood suitable for cross ties will be accepted:

✓Ashes	Douglas fir	Larches	Poplars
✓Beech	Elms	Locusts	Redwoods
✓Birches	Firs (true)	✓Maples	Sassafras
Catalpas	Gums	Mulberries	Spruces
Cedars	Hackberries	✓Oaks	Sycamores
Cherries	Hemlocks	Pines	Walnuts
Cypresses	Hickories		

Others will not be accepted unless specially ordered.

B. PHYSICAL REQUIREMENTS

1. General Quality

Except as hereinafter provided, all ties shall be free from any defects that may impair their strength or durability as cross ties, such as decay, large splits, large shakes, slanting grain, or large or numerous holes or knots.

2. Resistance to Wear

When so ordered, ties from needleleaved trees shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have six or more rings of annual growth.

---

[1] References, Vol. 5, 1904, pp. 72, 120; Vol. 6, 1905, pp. 763, 775; Vol. 7, 1906, pp. 34, 65; Vol. 17, 1916, pp. 243, 840; Vol. 22, 1921, pp. 328, 1003; Vol. 27, 1926, pp. 690, 1387; Vol. 35, 1934, pp. 780, 1160; Vol. 53, 1952, pp. 535, 1119; Vol. 54, 1953, pp. 626, 1394; Vol. 55, 1954, pp. 470, 1074; Vol. 62, 1961, pp. 408, 919.

* Each railway will specify only the kind or kinds of wood it desires to use.

[1] *Latest page consist: 1 to 5, incl., (1951).*

C. DESIGN

1. Dimensions‡

(a) Before manufacturing ties, producers shall ascertain which of the following lengths, shapes, or sizes will be accepted, and whether ties are to be hewed or sawed, and in either case whether on the sides as well as on the top and the bottom.

(b) Except as hereinafter provided, standard-gage railway ties shall be 8 ft, 8 ft 6 in, or 9 ft long.

(c) Except as hereinafter provided, ties shall measure as follows throughout both sections between 20 in and 40 in from the middle of the tie:

Size	*Sawed or Hewed Top, Bottom and Sides*	*Sawed or Hewed Top and Bottom*
1	6 in thick by 6 in wide on top	6 in thick by 6 in wide on top
2	6 in thick by 7 in wide on top	6 in thick by 7 in wide on top
(3)	6 in thick by 8 in wide on top	6 in thick by 8 in wide on top 7 in thick by 7 in wide on top†
4	7 in thick by 8 in wide on top	7 in thick by 8 in wide on top
5	7 in thick by 9 in wide on top	7 in thick by 9 in wide on top

† Railways which specify both 6-in x 8-in and 7-in x 7-in ties, sawed or hewed on top and bottom only, and which desire to separate the 6-in from the 7-in ties will designate the 7-in x 7-in as Size 3A.

D. MANUFACTURE

Except as hereinafter provided, all ties shall be straight, well hewed or sawed, cut square at the ends, have bottom and top parallel, and have bark entirely removed.

E. INSPECTION

1. Place

Ties will be inspected at suitable and convenient places satisfactory to the railway, at points of shipment, or at destination. Ties will be inspected at points other than the railway's property whenever in the judgment of the railway there is sufficient number to warrant it; but the shipper shall provide accommodations for the inspector, at the expense of the railway, while away from rail lines, and transport him from and to a railway station.

‡ Each railway will specify only the length or lengths, shape or shapes, and size or sizes it desires to use; but each railway will use the standard designation for whatever size of tie it specifies. For example, a railway desiring, 6-in x 8-in ties only will designate them as Size 3; a railway desiring 7-in x 9-in ties only will designate them as Size 5. A railway shall not, for instance, designate 6-in x 8-in ties as Size 1 and 6-in x 6-in as Size 2, or 7-in x 9-in as Size 1 and 7-in x 8-in as Size 2.

2. Manner

Inspectors will make a reasonably close examination of the top, bottom, sides and ends of each tie. Each tie will be judged independently, without regard for the decisions on others in the same lot. Rafted or boomed ties too muddied for ready examination will be rejected. Ties handled by hoists will be turned over as inspected, at the expense of the producer.

3. Decay

The following decay will be allowed: in cedar and in cypress, "pipe or stump rot" and "peck," respectively, up to the limitations as to holes. "Blue stain" is not decay and is permissible in any wood.

4. Holes

A large hole, other than one caused by "pipe or stump rot" in cedar, is one more than ½ in. in diameter and 3 in deep within, or more than one-fourth the width of the surface on which it appears and 3 in deep outside, the sections of the tie between 20 in and 40 in from its middle. A cedar tie with a pipe or stump rot hole more than 1½ in. in diameter and 15 in deep will be rejected. Numerous holes are any number equaling a large hole in damaging effect. Such holes may be caused in manufacture or otherwise.

5. Knots

A large knot is one whose average diameter exceeds one-fourth the width of the surface on which it appears; but such a knot may be allowed if it occurs outside the sections of the tie between 20 in and 40 in from its middle. Numerous knots are any number equaling a large knot in damaging effect.

6. Shake

One which is not more than one-third the width of the tie will be allowed.

7. Split

One which is not more than 5 in long will be allowed. The purchaser shall specify what anti-splitting devices are to be applied, if any.

7a. Slanting Grain

Except in woods with interlocking grain a slant in grain in excess of 1 in 15 will not be permitted.

8. Manufacture

(a) A tie will be considered straight: (1) when a straight line along the top from the middle of one end to the middle of the other end is entirely within the tie; and (2) when a straight line along a side from the middle of one end to the middle of the other end is everywhere more than 2 in from the top and the bottom of the tie.

(b) A tie is not well hewed or sawed when its surfaces are cut into with scoremarks more than ½ in deep or when its surfaces are not even.

(c) The top and bottom of a tie will be considered parallel if any difference in the thicknesses at the sides or ends does not exceed ½ in.

9. Dimensions

(a) The lengths, thicknesses and widths specified are minima for the standard sizes. Ties over 1 in longer, thicker or wider than the standard size ordered will be rejected.

(b) All thicknesses and widths apply to the sections of the tie between 20 in and 40 in from the middle of the tie. All determinations of width will be made on the top of the tie, which is the narrower of the horizontal surfaces, or the one with narrower or no heartwood if both horizontal surfaces are of the same width.

F. DELIVERY

1. On Railway Premises

Ties delivered for inspection shall be stacked at suitable and convenient places. Ties delivered on the premises of a railway for inspection shall be stacked not less than 10 ft from the nearest rail of any track at suitable and convenient places; but not at public crossings, nor where they will interfere with the view of trainmen or of people approaching the railway. Standard-gage ties shall be stacked in alternate layers of 2 and 7, the bottom layer to consist of 2 ties kept at least 6 in above the ground. The next layer shall consist of 7 ties laid crosswise of the first layer. When the ties are rectangular, the 2 outside ties of the layers of 7 and the layers of 2 shall be laid on their sides. The ties in layers of 2 shall be laid at the extreme ends of the ties in the layers of 7. No stack may be more than 12 layers high, and there shall be 5 ft between stacks to facilitate inspection. Ties which have stood on their ends on the ground will be rejected.

2. Risk, Rejection

All ties are at the owner's risk until accepted. All rejected ties shall be removed within one month after inspection.

3. Grouping

Ties shall be stacked as grouped below. Only the kinds of wood named in a group may be stacked together.

4. Class T—Ties Which Should Be Treated

Group Ta	*Group Tb*
Black locust	Cedars
Honey locust	Cypresses
Red oaks	Douglas fir
White oaks	Firs (True)
Black walnut	Hemlocks
	Larches
	Pines
	Redwood
	Spruces

Group Tc	*Group Td*
Gums	Ashes
	Beech
	Birches
	Catalpas
	Cherries
	Elms
	Hackberries
	Hickories
	Hard maples
	Soft maples
	Mulberries
	Poplars
	Sassafras
	Sycamores
	White walnut

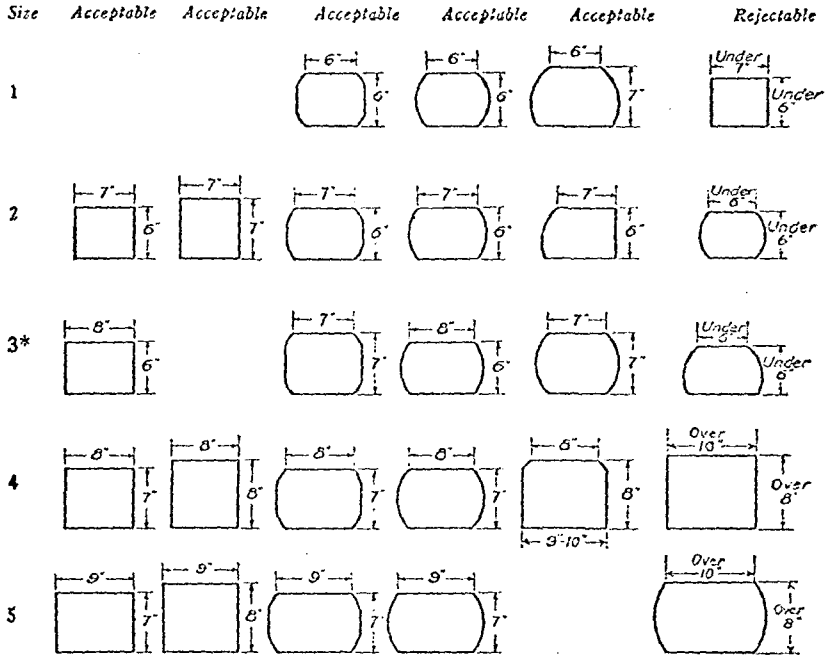
G. SHIPMENT

Ties forwarded in cars or vessels shall be separated therein according to the above groups, and also according to the above sizes if inspected before loading, or as may be stipulated in the contract or order for them.

[1]APPLICATION OF THE SPECIFICATION AS TO SIZE ACCEPTANCE

1961

(Reapproved with revisions 1961)



* Railways which specify both 6-in by 8-in and 7-in by 7-in ties, sawed or hewed on top and bottom only, and which desire to separate the 6-in from the 7-in ties, will designate the 7-in by 7-in ties as Size 3A."

[1] References, Vol. 30, 1929, pp. 296, 1365; Vol. 35, 1934, pp. 781, 1160; Vol. 53, 1952; pp. 336, 1119; Vol. 54, 1953, pp. 626, 1394; Vol. 62, 1961, pp. 408, 919.

[1]MARKING TIES TO INDICATE SIZE ACCEPTANCE

1960

(Reapproved without change 1960)

Each tie accepted by a railroad should be marked. The mark used should identify the railroad and the inspector and should indicate the size at which the tie is accepted. It is desirable that the marking be done by branding or other methods in such a way that the marks will not be obliterated by treatment.

[2]EXPLANATION OF CROSS TIE DESIGN

1962

(Reapproved with revisions 1962)

1. The size of ties most widely used under heavy traffic (main track in main lines) has increased since 1905 from 6 in by 8 in by 8 ft to 7 in by 9 in by 8 ft 6 in.

2. Owing to the many variables involved, including strength of timber in its average condition in track, condition of roadbed, etc., it is not possible to calculate a design for a tie in the sense that a bridge member is designed.

3. For heavy traffic lines ties meeting the standard specifications for sizes 3, 7 in thick, and sizes 4 and 5 should be used.

4. A space of 10 in between tops of ties allows sufficient room for tamping; the maximum of bearing area on the ballast may be secured by the use of the wider and longer ties laid with this spacing.

5. Where ties shorter than 9 ft are in use, the following is recommended in the interest of promoting economy in track maintenance:

(a) The adoption of 9-ft ties and the discontinuance of the purchase of 8-ft ties as rapidly as practicable and economical.

(b) The use of 9-ft ties for making renewals in lines of heavy traffic.

(c) The adoption of the 9-ft length whenever a change is made from the 8-ft length.

---

[1] References, Vol. 31, 1930, pp. 1091, 1744; Vol. 53, 1952, pp. 336, 1120; Vol. 54, 1953, pp. 626, 1374; Vol. 61, 1960, pp. 407, 1167.

[2] References, Vol. 25, 1924, pp. 128, 1221; Vol. 43, 1942, pp. 401, 696; Vol. 54, 1953, pp. 626, 1374; Vol. 63, 1962, pp. 316, 741.

Interstate Commerce Commission
Washington, D.C. 20423

4/6/77

OFFICE OF THE SECRETARY

Glen C. Highfield
Vice President/Sec. Treas.
Detroit And Mackinac RYW. Co.
Tawas City, Michigan 48763

Dear Sir:

The enclosed document(s) was recorded pursuant to the provisions of Section 20(c) of the Interstate Commerce Act, 49 U.S.C. 20(c), on 4/4/77 at 3:15pm , and assigned recordation number(s) 8773 & 8774

Sincerely yours,

Robert L. Oswald
Secretary

Enclosure(s)

SE-30
(5/76)